

Application No.: 10/765,494
Amendment Dated: February 8, 2006
Reply to the Office Action of November 18, 2005
Attorney Docket No. ERN-WR-001

Amendments to the Specification

Please replace paragraph 1026 with the following paragraph:

[1026] Figure 3G schematically shows the circuit in the wheel house module 120. It includes a piezoelectric buzzer labeled PIEZO connected between contacts 1 and 2. It also includes a test switch S5 connected to contacts 3 and 4, along with a push button docking switch, S6, connected between contacts 5 and 6 and a 100 Ohm resistor R53 connected in series with LED indicator LED1 between contacts 1 and 5. Functioning as the first (or wheel house alarm), the piezoelectric buzzer activates when contact 2 goes low, which occurs when the first timer (IC4 in Figure 3B discussed below) times out. (This is so because when J3 is connected to its counterpart on the main circuit module, a 9 VDC supply is applied to contact 1.) Test switch S5 functions to test the main alarm system 140. When it is closed, it connects contacts 3 and 4 of connector J3, which causes an activating ground to be applied to the main alarm connector J5, contact J3 (see Figures 3C and 3D) causing the main alarm 140 to be sounded. Finally, when depressed, docking switch S6 causes the first timer to be deactivated until a steering sensor (OC1 or OC2) generates a pulse indicating that a steering adjustment has been made. It works by forcing a Low at the output of a bistable circuit 313 (Figure 3B) discussed below, which deactivates the first timer. When the docking switch S6 is depressed and the first timer is deactivated, LED1 turns on thereby indicating that the alarm system is inactive.